



TRIUMPH

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TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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DECEMBER, 1969

THANKSGIVING AT DAYTONA

Florida is not always a warm place. When the north wind blows, oddly enough, it has a chilling effect in the orange-juice country as well as on the ski slopes. Thus, drivers and crews arriving for the five-day American Road Race of Champions were greeted by temperatures in the 50's and a good deal of rain.

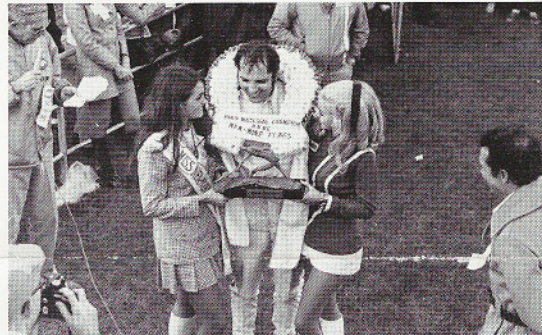
Practice on Wednesday saw many cars out with rain tires and lap times could be called discouraging. On Thursday, however, the weather improved and things looked good for Friday qualifying. Triumph pit activity ranged from casual to frantic . . . Ron Lettellier blew his engine and missed qualifying while rebuilding . . . all three TR-6's, Dittmore, Tullius and McComb, blew head gaskets and Swanson's GT-6 did the same . . . Bill Boemler, while running well, was averaging one clutch per day in his TR-3 and all the TR-4 drivers were tuning like mad to keep up with the Datsuns.

When the qualifying dust had cleared, things shaped up this way: In EP, Mike Downs had the pole in his GT-6+ followed by Don McGaffee and Carl Swanson in similar cars. Downs' time was 1:58.6 for the 3.1 mile course, nearly two seconds faster than the other two Triumphs. The next GT, driven by Dave Dooley, qualified seventh with a 2:04 behind Logan Blackburn's MGB and the Porsches of John Belperche and George Frey. Boemler's TR-3 sat in 14th, seven seconds off Dooley's time.

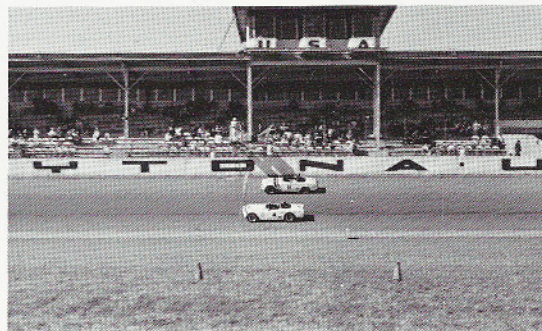
G Production qualifying saw the



Here, on lap number one, it's easy to see the one-two-three GT-6+ finish shaping up. Downs leads, followed by Swanson and McGaffee, side by side.



FP champ Lee Mueller accepts congratulations from the race queens. His big problem? Which one to kiss first! Trophy is unique Nine Flags/NEA award.



Brian Fuerstenau barely gets the nose of his TR-4A ahead of Dan Parkinson's Datsun during the DP race. Parkinson ended in second by a similar distance.

re-emergence of the Alfas as a threat to the Spitfires. Although defending champ Devendorf took the pole with a 2:05 flat, next in line was Wilbur Pickett with a 2:06.2 in his Alfa followed by Dan O'Connor's MG Midget and Paul Spruell's Alfa with identical 2:07's. Richard Jenkins' 2:07.8 in an Alfa preceded Bob Krokus and John Soule's Spitfires by a few tenths. Other Spitfires were far down with Erwin Lorincz bringing up the rear and having mechanical problems.

F Production was another story. The Mk 3 Spitfires of John Kelly and Lee Mueller were .5 apart with Kelly having the edge at 2:02 flat. Jerry Truitt and Jon Woodner, both in MG Midgets, followed at 2:03.6 and 2:04.4, respectively.

D Production qualifying times dropped into the low fifties to match the air temperature. The Datsuns of Frank Monise and John Morton showed 1:52.2 and .4 and Brian Fuerstenau edged the Group 44 TR-4A into third spot with 1:56.8. Five more Japanese machines followed before Dennis Wilson's TR-4. Dark horse of the event promised to be Jack Scoville whose Datsun was placed at the rear of the field after a mix-up in his qualifying procedures.

The final race of the last three ARRC's has been CP. This year it promised action to beat the last two as the TR-6's lined up hood to hood with the Porsche 911's. Milt Minter's 911 led the field with 1:48 flat, followed by Jim Dittmore's TR-6

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at 1:51.4, Tullius' TR at 1:51.8 and Alan Johnson's team Porsche at 1:54. Bill Weir slipped his Lotus Elan into the top five at four tenths more. John McComb's TR-6 was a distant 11th.

Saturday morning promised the first decent weather in a week and the sun shone on the big tri-oval as racing got under way at ten AM. E Production was scheduled at 11:45 and started on time. On the pace lap the cars grouped perfectly and at flag-drop the three GT-6 drivers surged ahead. Dooley and Letellier, farther back, made the most of the banking and were right behind the top three going into turn one. One of the Porsches momentarily bobbed at the entrance to the turn. Letellier, committed to his line, had to swerve and got sideways. Dooley hit the other GT squarely at the right front wheel and both cars were eliminated. At that point, only half a lap through the race, all five GT-6 Pluses were at the front and a one-two-three-four-five finish was possible.

Downs was never headed but Swanson and McGaffee were both in contention for second place. However, after three laps, Swanson went for third gear and found it missing, a severe handicap at Daytona. He gradually dropped back to finish third. The leading three GT-6 Pluses so far outdistanced the competition that we must reluctantly agree with the classification change to D for 1970.

Triumph's hopes in G Production were ill-fated from the beginning. Among the top contenders, defending champ Devendorf was unable to start after having mechanical problems in the morning warm-up session. Erwin Lorincz, whose car was finally running well after a very slow qualifying session, blew his engine in the warm-up and had no time to rebuild or replace it. It was left to Bob Krokus and Gordon Smiley, in the Roy Jones Imports gold-painted car, to tackle the Alfas.

From the flag it was Pickett, Spruell and Richard Jenkins in the Alfas, followed by Smiley. Krokus, running in the middle of the pack, never really got going. Making a bid after about ten laps, he spun in turn one and was

unable to re-start. Meanwhile, it seemed to be a decision as to which Alfa would win. However, Smiley, suddenly increasing his speed fantastically, elbowed his way into the Italian group and began contesting for the lead. The four cars circulated in a clump for several laps with Smiley getting as high as second and once almost taking the first spot. With about three laps to go, Spruell and Smiley made contact in turn two and Smiley went off course, returning in third place with a furiously waving fist.

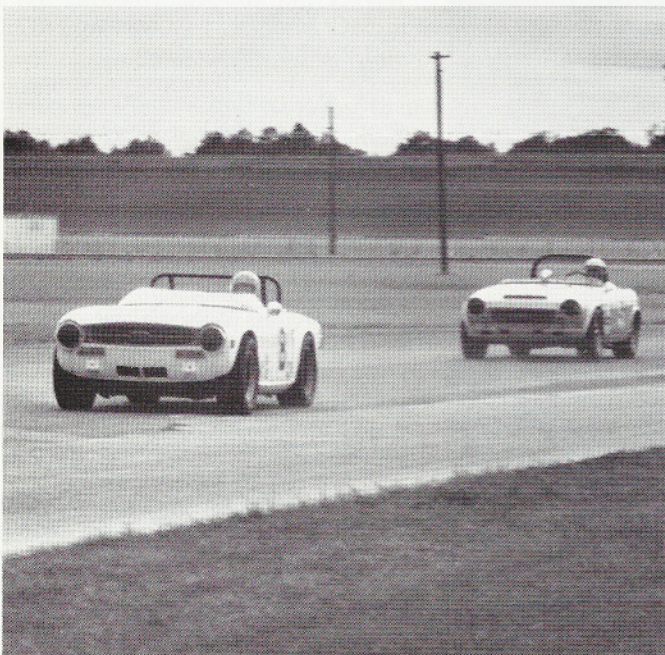
Finishing order was Spruell, Pickett, Smiley, Joe Hauser in a Sprite and John Soule's Spitfire fifth. Protests following the race did not change the results but certainly indicated the extent to which emotions can rise during hot competition.

Pole-sitter John Kelly never completed the pace lap in F Production. As the cars entered the banking and proceeded down towards the flag, Kelly's car was seen to drop back and move to the side of the course. It was only after the race that Group 44 mechanics determined that the pinion gear in the differential had sheared on the pace lap. It was left to Lee Mueller to carry the Triumph colors and he immediately had a battle on his hands.

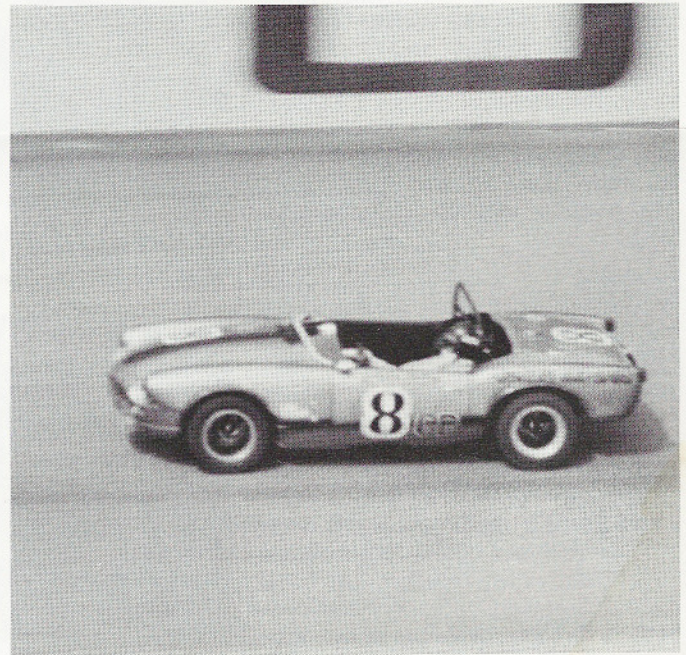
Jon Woodner, driving the MG Midget prepared by Joe Huffaker, took the lead, Mueller promptly passed him and the two swapped first place back and forth on every lap of the fifteen it took to complete the race. Woodner seemed to have the edge on power but Mueller gained in the corners. The gain was only a car-length or two each time but was usually enough to hold Woodner off around most of the banking. Then, Woodner would pass only to be caught again on the infield part of the course.

Mueller took the flag two car lengths ahead, having found a better line on the final lap. One lap later the results might have been different. Third place went to Truitt and the next Spitfire, John Howard's, was seventh.

Dark Horse Jack Scoville won DP with a lead of 9 seconds. The real race was for second, between Dan Parkinson in a Datsun and Brian Fuerstenau in the white TR-4A. The Datsun had the edge in power and Brian was left with third after a tremendous race.



Jim Dittmore scratched his way to third in C Production after losing almost a lap due to fouled plugs. Smoke comes from a small oil leak.



After the tightest three-car duel of the ARRC, Gordon Smiley finished third in GP with his Spitfire. Here he is shown passing the tower during practice.

As the final event, C Production started out to be a knock-down, drag-out battle and within a lap turned into a parade. A draggily slow pace lap resulted in fouled plugs for Dittmore's TR-6 and he pitted on lap one for a change. As the field went by, Bob Tullius was right behind the two leading orange team Porsches and, coming out of turn two, he passed Alan Johnson into second, nudging Minters car. At turn three the two were nose to tail and Johnson had caught up and was nearly beside Tullius. Another Porsche, driven by Dave Beasley, came into the turn right after the leader, much too fast. He hit Tullius hard, forcing him into Johnson and knocking both cars off course. Beasley continued, undamaged.

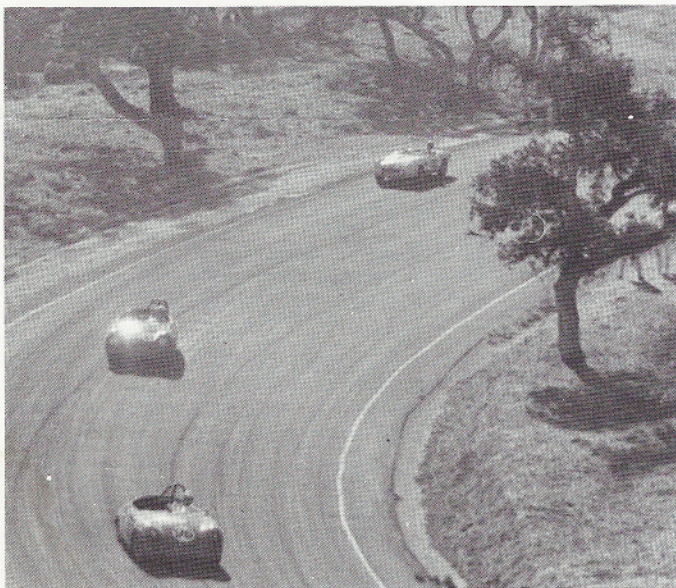
The track announcer told the story as Tullius drove gingerly around the course and retired behind the pit wall with a broken trailing arm. Johnson pitted, re-entered for a lap and then retired. Beasley did not finish and was later disqualified, fined and suspended by the Stewards of the Meeting.

What about Jim Dittmore? With new plugs installed, he re-entered the race almost a lap behind. Posting the fastest lap times of the race, he steadily ate up the slower cars, and was closing on second-place Bob Hindson's Porsche when the flag fell. The track announcer paid tribute, saying as the flag fell "Here's the driver who really deserves the applause for the best drive of the race."

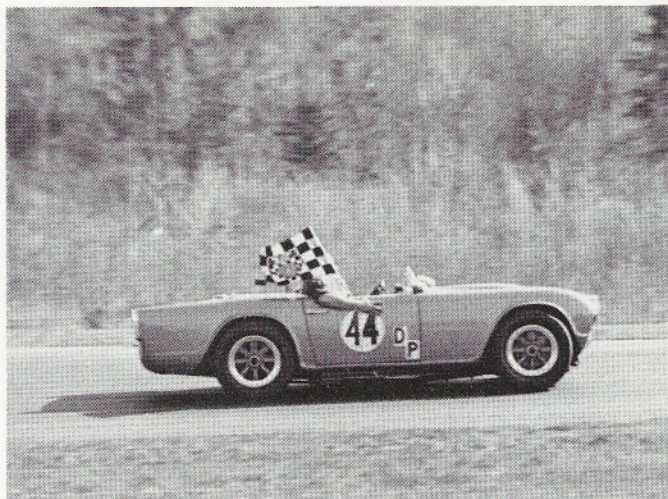
Triumphs competed in five events, won two, scored second once and took third place three times. TSOA offers congratulations to the winners and to the other Triumph drivers as well. Winner, finisher, entrant . . . a chance at the ARRC is an achievement to be proud of.

. . . And, For 1970

There is no doubt that the performance of the GT-6+ was enough to win E Production at any given event during 1969. Logically, the SCCA has re-classified it to D. However, the original, swing-axle rear suspension model remains in E and could be a real sleeper. No other changes were made in the Triumph classifications.



Look closely at the Mk 3 Spitfire in this photo and you will see that it has an unusually tall roll bar. Driver John Howard, who was the second-highest Spitfire finisher at the ARRC, is 6'7" and needs tall protection! Shown here at Laguna Seca, John is leading his class.



Harvey Thompson takes the victory lap at Lime Rock, early this year. The Area One DP champion's passenger seems to have lost his head.

Triumph Drivers Capture Three "Area One" Championships

Triumph sports car drivers from the New Jersey, New York and New England Regions of the Sports Car Club of America (SCCA) captured three championship titles in the largest regional series in the country, the Area One Championship.

Class D Production champion is Harvey Thompson of Connecticut. Thompson, whose car is prepared by Roger Seiger, also of Connecticut, won the title after compiling more points than any other driver in his class.

James Aronson of Glen Cove, N.Y., drove his Monarch Racing Group TR-3B to the E Production Area One title. Jim's car is no stranger to the winner's circle . . . it's the ex-Bob Krokus car which was Northeast Divisional champ in 1968.

Bill Goddard, Providence, R. I., drove his Dyno Corporation prepared Spitfire Mk 2 to the GP championship. Bill is sponsored by Lee Imported Cars, Wellesley, Mass.

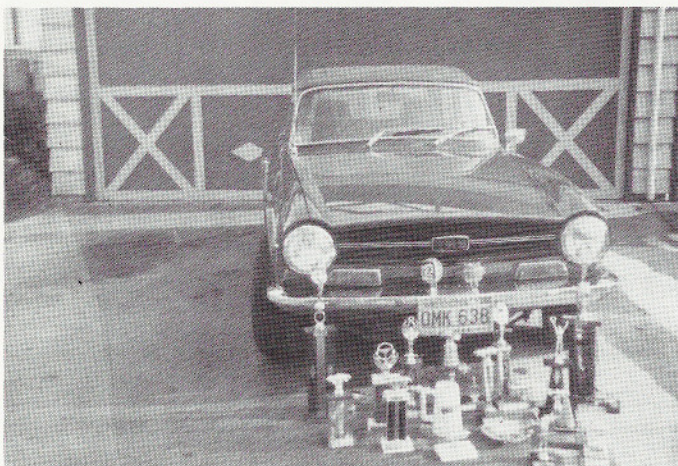
Area One champions are decided in a 12-race series taking place in the Northern New Jersey, New York and New England Regions of the SCCA. Only the best seven of 12 races are counted, with points given to those drivers who finish in the top six of each class race. The series of races were run at Bridgehampton, N.Y.; Lime Rock and Thompson, Conn.; and Bryar, N. H.

BUTTON UP FOR WINTER

The new nylon Triumph jackets have proved tremendously popular the past few months. If you remember, we recommended them for year-round use with the addition of a sweater (or two). Now, Louisville Manufacturing has solved the cold-weather problem with a button-in liner for the jackets. Available only with a new jacket (sorry, you can't get one for your present jacket at this time) this fuzzy red acrylic pile liner makes a neat car-coat out of your light-weight TR toppler. When warm weather comes . . . just unbutton!

Lined jackets are \$9.00 each, post-paid. Order direct from Louisville at the address listed in Classified.

FATHER AND SON TRIUMPH



J. R. Cunningham and his son both compete with this TR-6 in autocross events in the Pacific Northwest. The hardware represents five months' competitive efforts and merits hearty congratulations.

10704 35th Ave. S.W.
Seattle, Wash. 98146

December 2, 1969

Triumph Sports Owners Association
600 Willow Tree Road
Leonia, New Jersey 07605

Gentlemen:

The new TR-6's continuation of Triumph's long success in racing must certainly be gratifying to the Triumph organization. I would like to bring your attention to another type of competition in which, in the Pacific Northwest, the TR-6 is also enjoying outstanding success — autocross competition. This is a sport, although admittedly an amateur recreation, in which a great many of the sports car owners can actually compete and enjoy a direct comparison of car performance.

In the Pacific Northwest, the Western Washington Sports Car Council (WWSCC) represents some twenty-two sports car clubs in all areas of activities. Through this Council a championship autocross series is promoted, culminating in an awards presentation to class winners at the annual banquet. With the use of electronic timing to one-thousands of a second, the competition is strong.

My TR-6, purchased in June and run in stock form with the exception of Good-year racing tires, won its class for 1969 in the series. More specifically, the competition record this year for my TR-6 over ten events has been eight class wins and two class second places. This includes one top-time-of-day and a consistent second/third overall time against all classes, including the modified or open class. Additionally, the same car, driven by my teenage son in his first competition year, has earned a second and two third places in class.

I've included a photograph of the TR-6 along with the hardware it has earned since July.

Having owned Triumphs for over ten years and used them for rallying (1967 WWSCC champion with my wife as navigator — 1968 members of championship team), autocrossing, and for basic transportation, I can only say — the TR-6 will surely be the most successful Triumph in a long line of successful cars.

Sincerely yours,

J. R. Brittingham

LOCAL CLUB NEWS

The Triumph Sports Car Club of New Jersey is one of the oldest and certainly among the most active of the TSOA clubs. Boasting over 130 members, the group schedules events each month and participates in the New Jersey Rally Council. New officers, elected November 5th to serve during 1970, are:

<i>President</i>	Jim Bailey
<i>Vice-President</i>	Joyce Taylor
<i>Treasurer</i>	Howard Avery
<i>Recording Secretary</i>	Marsha Ontell
<i>Corresponding Secretary</i>	Betsy Amlicke
	41 C Sycamore Rd.
	Clifton, N. J. 471-3917
<i>Directors</i>	Don Andrews
	Bernie Gilsleider
	Ben Schlusell
	Sevey Vignola
	Jim Wotton — also Editor
	of the club publication,
	<i>Triumph Trivia</i>

CLASSIFIED

ITEMS FOR SALE:

Spitfire rear leaf spring, de-cambered to competition manual specs. \$15.00. Donald R. Freeman, 860 Crothers Lane, Rockville, Md. 20852. 871-7237.

Coventry Wood-rim steering wheel for TR-4/4A. \$25.00. Robert Weekly, 314½ West Virginia Ave., Nutter Fort, W.Va., 304-624-7761.

ITEMS WANTED:

TR-6 front and rear bumpers. George Wells, Jr., Box H, Richard City, Tenn. 37371, 615-837-8220.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist. Order direct from:

Louisville Manufacturing Company
P. O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large	\$4.75
Ladies' sizes, specify small, medium or large	\$4.75
Jacket with button-in red acrylic pile liner	\$9.00

The following items are to be ordered from TSOA, Leonia.

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, x-l	\$4.50
Local TSOA Club "Caling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA Badge	\$1.00
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.00
TR-4 TR-4A Competition Preparation Manual	\$2.00
SPITFIRE Competition Preparation Manual	\$2.00
TR-250/TR-6 Competition Preparation Manual	\$2.00
British Leyland HIGH ROAD Magazine	\$6.00/year
Complete list of Competition Parts for all Triumphs	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount — 1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Competition Stickers, Mylar	3 for \$1.00

Send Check or Money Order. No. C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605 TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

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